

rights as they struggle to preserve their cultures, traditions, and social values. In their respective States, these indigenous groups face serious challenges of marginalization, discrimination, loss of lands, and lack of economic development in their communities.

The draft U.N. Declaration recognizes the rights of indigenous peoples to self-determination, freedom from discrimination, and freedom from forced assimilation. This Declaration would establish an international policy on indigenous rights and provide a framework for States in the treatment of their indigenous populations.

The U.N. Declaration on the Rights of Indigenous Peoples, over 24 years in the making, is an important step forward in the advancement of stronger, more harmonious relationships between the indigenous peoples of the world and States. In many ways, the United States stands as a model for other nations as we support a Federal policy of self-determination for our own indigenous people. Passage of this Resolution, H. Con. Res. 156, would demonstrate our commitment here in Congress to support the rights of our indigenous people here and throughout the world. I urge my colleagues to join me and support H. Con. Res. 156.

#### INTRODUCTION OF THE LOWER COLORADO RIVER MULTI-SPECIES CONSERVATION ACT

**HON. HARRY E. MITCHELL**

OF ARIZONA

IN THE HOUSE OF REPRESENTATIVES

*Thursday, May 24, 2007*

Mr. MITCHELL. Madam Speaker, today Representative DEAN HELLER and I introduced the Lower Colorado River Multi-Species Conservation Act. The bill is a companion to S. 300, which was introduced in the Senate earlier this year by Senator JON KYL of Arizona.

The bill provides for a long-term, comprehensive, cooperative program among 50 Federal and non-Federal entities in Arizona, California, and Nevada to protect 26 endangered, threatened and sensitive species on the Lower Colorado River and to provide assurances to affected water and power agencies of the two States that their operations may continue upon compliance with the requirements of this program.

The program will create over 8,100 acres of riparian, marsh and backwater habitat for protected species, and includes plans for the rearing and stocking of more than 1.2 million fish to augment populations of two endangered fish covered by the program.

The program will operate on and around the Colorado River from Lake Mead to the U.S.-Mexico border, but like most water issues relating to the Colorado, its effects will be felt throughout Arizona, and across the southwestern United States.

This bill has been more than a decade in the making, and I believe it is a worthy, bipartisan compromise. The program's cost will be divided 50–50 between the Federal Government and the non-Federal participants. California participants will pay 50 percent of the non-Federal share, and Arizona and Nevada participants will pay 25 percent of the non-Federal share.

I look forward to working with my colleagues in the weeks and months to come to make this long sought program a reality.

RECOGNIZING THE TERMINAL RAILROAD ASSOCIATION OF ST. LOUIS AS THE 2007 RECIPIENT OF THE E.H. HARRIMAN AWARD

**HON. JERRY F. COSTELLO**

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

*Thursday, May 24, 2007*

Mr. COSTELLO. Madam Speaker, I rise today to ask my colleagues to join me in recognizing the Terminal Railroad Association of St. Louis for being awarded the E.H. Harriman Award in recognition of their outstanding safety achievements.

The E.H. Harriman Award was established in 1913 by Mary Harriman, wife of the late Edward H. Harriman, who controlled and expanded a number of railroads, including the Union Pacific, Southern Pacific and Illinois Central. Mary Harriman, nee Averell, was from a railroad family herself so it was fitting that she would establish this award to recognize safety achievements on the part of the railroads whose workers labored in some of the most dangerous occupations.

While the Terminal Railroad Association of St. Louis was established in 1889, its predecessor companies were the pioneers in the river crossing at St. Louis which played a pivotal part in the growth of the states west of the Mississippi. Originally, ferries transported cargo and passengers across the Mississippi River at St. Louis until the first bridge, the Eads Bridge which still functions today, was completed in 1874. A second bridge was added in 1890 and, with the concentration of a number of railroads crossing the Mississippi at this location, it soon became apparent that a coordinated effort was necessary to handle the growing switching operations on the Missouri side in St. Louis and on the Illinois side in St. Clair and Madison counties. The Terminal Railroad Association of St. Louis was formed by the predecessor river crossing companies and the six railroads that converged at the Illinois and Missouri sides of the Mississippi River at St. Louis.

Today, the Terminal Railroad Association of St. Louis owns two bridges across the Mississippi, several rail lines within St. Louis, Missouri and St. Clair and Madison counties in Illinois as well as a switching facility in Madison, Illinois. At this switching facility, approximately 30,000 rail cars each month move through 80 holding tracks as they are redirected to routes that will take them, their cargo and passengers to locations all throughout the country.

Workplace safety is a critical component of any commercial enterprise and railroads have historically been among the most dangerous places to work. With the tremendous volume of traffic handled daily by the Terminal Railroad Association of St. Louis, the safety of their workers relies on a cooperative effort on the part of management and those workers who must engage in these hazardous activities. Terminal Railroad has been a recipient of the E.H. Harriman Award a number of times in the past and this recent award recognizes their achievement in workplace safety during 2006.

Madam Speaker, I ask my colleagues to join me in congratulating the Terminal Railroad Association of St. Louis, its management and employees for this very well-deserved award.

TRIBUTE TO WHITEMORE ON ITS 100TH ANNIVERSARY

**HON. BART STUPAK**

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

*Thursday, May 24, 2007*

Mr. STUPAK. Madam Speaker, I rise today to honor 100 years of history in a small town in my congressional district. This weekend, the city of Whittemore celebrates its 100th anniversary, an all the residents of Whittemore should be proud of their contributions to the growth of this community.

While Whittemore was officially incorporated as a city in 1907, the community's history dates back to an earlier time. Before its official incorporation, the city was part of Burleigh Township and was a timber town. The area was well known for its white pine timber. In the late 1800s, lumbering moved west from neighboring Tawas City, and a rail line was constructed to transport timber from the small logging community that would become Whittemore to Tawas City. Because of this early economic development, Whittemore was officially incorporated in 1907, the community was already booming.

During the early 1900s, the area underwent a significant economic shift. As lumber supplies in the area were depleted, the town evolved into a farming community, and families from around the region flocked to the Whittemore area to purchase affordable farmland. It was during this early period that the historic Bullock's and Horr Hall was constructed. The Hall, which is recognized as a local landmark, still stands today and houses the Masonic Temple. In the early 1900s, the building served as a gathering place for residents. In 1907, the Whittemore High School was erected.

The area continued to thrive throughout the early twentieth century and, by the 1940s, the town was thriving with a local bank, a hotel and bar, three grocery stores, and two car dealerships. Whittemore also boasted Joe Collins' Five and Dime store, a gathering place for local children who would visit the store daily to purchase candy.

The 1940s also brought about the creation of the Whittemore Speedway; which still exists today and is considered Michigan's oldest speedway. In 1948, Whittemore Speedway started as a half-mile dirt track. Area residents would gather there every Saturday night with friends, family and neighbors to watch the races. Throughout the 1940s, the race track served as the entertainment focal point for this small community.

The Whittemore Speedway has been continually updated and improved throughout the years. It continues to thrive today, hosting some of the best local family entertainment and races, while contributing many of its proceeds to area charity organizations and communities.

Throughout the 1950s and 1960s, Whittemore continued to boom, but, like in many small towns across our nation, things began to change. One of the major employers, National Gypsum, began making employee cutbacks as it modernized its facility. Gradually, over time, businesses began moving out of Whittemore.

Yet, while change had come to Whittemore, the citizens of the town and its surrounding